

## MEETING REPORT

DATE OF MEETING: January 12, 1984

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Charlie Williamson, Richard Waker, Ed Ferguson, John Frewing, Dick Pokornowski, Earl Blumenauer (alternate), Mike Lindberg, Ed Hardt, Margaret Weil, Bruce Etlinger and Robin Lindquist

Guests: Larry Rice, Washington County; Ms. Geraldine Ball, D.J.B., Inc.; Bebe Rucker, Multnomah County; Ted Spence, Dave Kline and Vicki Rucker, ODOT (Metro Branch); Keith Ahola, WSDOT; Ken Zatarain, Bob Post, Paul Bay, Lee Hames, Tony Venturado and Miriam Selby, Tri-Met; Steve Dotterer, City of Portland; Rick Walker, City of Gresham; Winston Kurth, Clackamas County; Gil Mallery, RPC of Clark County; Sarah Salazar, Port of Portland; Elton Chang, FHWA (Salem); Gary Hansen, Metro Councilor; Easton Cross, Citizen; and Jane Cease, House Transportation Committee of Oregon Legislature

Staff: Rick Gustafson, Andy Cotugno, Keith Lawton, Bill Pettis, Peg Henwood and Lois Kaplan, Secretary

MEDIA: Rosemary Reynolds, KYXI Radio

### SUMMARY:

#### 1. ANNOUNCEMENTS

Andy Cotugno invited JPACT members to remain after the meeting for an EMME/2 demonstration.

Regarding the status of the Tacoma/McLoughlin decision, Andy noted that, last year, JPACT recommended proceeding on that intersection following an examination of low-cost alternatives. He added that \$25 million has been reserved for that corridor pending an analysis of LRT and the outcome of the alternatives analysis. Andy related that the two cities and the two counties affected will soon hear the preferred alternative recommendation of the Technical Advisory Committee.

#### 2. ADDING PROJECTS TO THE TIP, ESTABLISHING A FIVE-YEAR PROJECT SCHEDULE AND AUTHORIZING EXPENDITURE OF FY 1984 FUNDS

Action Taken: It was moved and seconded to recommend approval of the Resolution adding projects to the TIP, amending the project criteria, establishing a five-year project schedule and authorizing expenditure of FY 84 funds. Motion carried unanimously.

3. AMENDING THE FY 1984 UNIFIED WORK PROGRAM

This amendment would consolidate the Milwaukie/Bi-State and the Barbur phases of the LRT study into one work element and budget.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the FY 1984 Unified Work Program. Motion CARRIED unanimously.

4. MOTION APPROVING TRANSMITTAL TO THE U.S. DEPARTMENT OF TRANSPORTATION AND BREAKDOWN OF INTERSTATE TRANSFER FUNDING BETWEEN TRANSIT AND HIGHWAY CATEGORIES

At the request of USDOT, Metro is providing a breakdown of Interstate Transfer transit and highway funds allocated in the region. This information will be submitted annually and will be the basis for the allocation of the formula portion of funding. This amount will, in turn, establish our required level of discretionary funding.

Action Taken: It was moved and seconded to recommend approval of the motion approving transmittal to the U.S. Department of Transportation the breakdown of Interstate Transfer funding between transit and highway categories. Motion CARRIED unanimously.

5. RESULTS OF SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

Ted Spence distributed and reviewed an update of the ODOT FY 84-89 Six-Year Highway Improvement Program. He informed the Committee that the proposed plan would be considered for adoption by the Oregon Transportation Commission on January 18 at 1:30 p.m. at the Jantzen Beach Thunderbird. Eighteen public hearing were held on the plan with over 300 people testifying. \$900 million of projects are slated for funding; \$700 million of projects will be listed for future consideration. Ted noted the creation of a Discretionary Fund for the State Highway Engineer (approximately \$3 million statewide) for cooperative projects.

Andy emphasized the need for ODOT to meet with Metro and local staff for review of the Interstate Transfer project schedules inasmuch as \$33 million out of the \$50 million scheduled must be let to contract by the end of this fiscal year or the funds will lapse. Andy cautioned the jurisdictions to likewise firm up their decisions on various projects in order to meet the needed deadlines. Charlie Williamson asked that Andy prepare a readiness list for review at the next JPACT meeting.

Charlie Williamson welcomed Jane Cease, State Representative and Chairperson of the House Transportation Committee, noting her effort on the Six-Year Highway Improvement Plan. In addition,

Rick Gustafson commented on her contribution to the revision of the Six-Year Plan by her testimony and work on the House Transportation Committee since passage of the gas tax.

6. INFORMATIONAL UPDATE - BANFIELD COST REPORT

An updated Banfield Cost Status Report was distributed. Paul Bay reported that the full-funding agreement totals \$320 million and is the amount authorized by JPACT for completion of the Banfield project. Because of the problem of securing local match, Tri-Met needs to come in under budget. Projected completion cost is anticipated at \$307,694,040; however, every effort is being made to reduce that projection by 2 percent to less than \$300 million.

The first LRT vehicle will arrive early in March following testing in Pueblo, Colorado. Mr. Bay indicated that all materials and equipment for the Banfield project have been secured.

At the present time, construction is taking place on Holladay and East Burnside Streets.

7. FIVE-YEAR TRANSIT DEVELOPMENT PROGRAM

Tri-Met is behind schedule on the TDP for both technical and policy reasons according to Paul Bay. He said that Tri-Met staff is working with Metro staff in its conversion from the UTPS to the EMME/2 system with completion of the network coding anticipated by the first of February.

Mr. Bay stated that the five-year program of development and expansion is evolving around a declining payroll tax and added that service cuts are being recommended at this time. He emphasized the need to work with the jurisdictions to ensure that the basic system is preserved, and asked for TPAC review of the alternatives in relation to impact on the region.

Questions raised by Committee members centered on whether or not service cuts would be focused on the weekends and whether or not it would affect the inner city as opposed to the suburban areas. In response, Paul Bay indicated that these determinations had not been made as yet.

Charlie Williamson congratulated Mr. Bay on his new position in Houston and, on behalf of JPACT, thanked him for his tireless efforts in working with the jurisdictions in transit planning. Mr. Bay indicated that he someday would like to return to the Northwest, noting this region's success in "getting it all together." He introduced Bob Post, who will be Acting Director of the Planning Department at Tri-Met and serve as representative to TPAC.

Ed Hardt also spoke of Paul Bay's stabilizing influence, citing the interrelationship of highway and transit planning for smooth operation of both, and added that Mr. Bay would be sorely missed in the region.

Andy Cotugno then introduced Dick Walker from the Transportation staff who conducted the EMME/2 demonstration.

8. ADJOURNMENT

There being no further business, the meeting was adjourned to the EMME/2 demonstration.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members  
Rick Gustafson  
Don Carlson  
Ray Barker